

Albuquerque Weekly Citizen.

VOLUME 1.

ALBUQUERQUE, NEW MEXICO, SATURDAY, DECEMBER 5, 1891.

NUMBER 50.

A YEAR'S RAILROADING.

The Figures Prepared by the International State Commission.

SEVENTEEN HUNDRED RAILROADS.

Washington, Dec. 2.—The third annual report from the interstate commerce commission on "the statistics of railways in the United States," which covers the operation of railroads for the year ended June 30, 1890, has made public. It shows that railway mileage in the United States on June 30, 1890, was 162,887 miles; the increase in mileage brought into operation during the year was 6,080 miles. The total length of track for the United States, including all tracks, sidings and spurs, is 209,880 miles.

The number of railroad corporations on June 30, 1890, was 1,737. Of these 87 are classed as private roads, with a total mileage of 816 miles. Of the corporations 927 are operating companies and 735 are subsidiary companies, representing a mileage of 1,616 miles were organized during the year, and 31 companies, representing a mileage of 1,360, merged their corporate existence into other corporations. Fifty companies, representing a mileage of 6,080, were consolidated with other companies. Thus 8,191 miles of line during the year disappeared as independent companies.

Forty railway corporations operated 77,872 miles of line. The average length of line for these forty roads was nearly 2,000 miles. There was 74 companies in the United States whose gross income in 1890 was \$837,000,000, out of a total gross income of all railroads in the country of \$1,047,877,000.

The total number of locomotives in the United States was 22,228, of which 8,381 were passenger locomotives and 13,840 freight locomotives. The number of cars used on the railroads of the United States was 1,163,318, of which 26,511 were in the passenger service.

The number of passengers carried by the railroads of the United States during the year covered by the report was 636,441,927, the average carriage per ton having been 113.51.

WIND.—Some of our contemporaries in neighboring towns seem to derive a good deal of pleasure from making remarks about Albuquerque "doing everything on wind," and since this seems to please them, and doesn't hurt us, we suppose there should be no objection to it. But a joke, to be good, should have some basis of truth, whereas this ancient "chestnut" about "wind" is less applicable to Albuquerque than to any other point in the territory, because if there is any one town in the southwest that is built on a more substantial basis than any other, that town is Albuquerque. Our "solid town" was a successful commercial point for nearly two centuries, having built up a trade extending to all parts of the southwest, and the Albuquerque of to-day is the legitimate successor to that business.

The number and substantial character of our improvements, the volume of our business, the increase of our population, and our general development along all the numerous lines of material progress, all serve to give emphasis to the fact that the town of Albuquerque is built upon a broad and solid foundation.

If "wind" has made the city of Albuquerque what it is to day, there are several towns in New Mexico and a good many in other parts of the country that could well afford to pay a high price for a gentle breeze of the same kind.

The Malthusians.—New York, Dec. 3.—It is said that one of the objects of the present visit to this city of Mrs. Annie Besant, the former colleague of Charles Bradlaugh, and of the theosophists, is to organize a supply depot for the distribution through England from this country of literature in aid of the propaganda in the Malthusian doctrine, and which relates to methods whereby fathers and mothers can prevent an increase in their families and consequently a decrease in the population. The English post office department, with the concurrence of nearly every member of the cabinet, has prohibited the circulation of this literature through the mails, and has determined to prosecute all those who engage in its circulation. The Malthusian society, however, has organized a defense fund, which has reached several thousands of dollars, and has obtained legal advice to the effect that such literature cannot be seized if it comes in the mails from the United States. It is therefore proposed to establish quarters in this city, from which the society may continue to sow the seed of Malthusianism throughout England.

Good Advice.—The editor of the West Branch (Iowa) Record gives his readers some good advice: "We have used Chamberlain's Cough Remedy in our family in cases of sudden colds and sore throat, and find it all that is claimed for it. One bottle or less, if taken according to directions, will, we believe, effect a cure in any ordinary case, and save the expense of large doctor bills. Especially do we recommend it in families where the children are threatened with grippe, and will afford immediate relief if taken in time, which can always be done if the medicine is kept on hand, as we are convinced it should be." For sale by T. H. Burgess & Son, druggists.

The BRIDGES.—We called attention yesterday to the fact that one of the first and greatest benefits to be derived by Albuquerque from the building of the new bridges which are to span the Rio Grande near this place, would be a reduction in the price of coal to about one-half of what we are now paying—an advantage which will be worth more to the town every month than the cost of both bridges. But in addition to this there will be numerous other advantages of minor importance, and prominent among these we may mention a regular stage line from Albuquerque to Jemez springs, an

RAILROAD NEWS.

Only seven counties in Missouri are without railroads.

Many of the railroads in this city are suffering with the grippe.

Car repairers will work nine hours per day until further orders.

Freight business is keeping up finely on this division of the Santa Fe.

Jay Gould is arranging for a trip to the south and thence to the west.

The new general yardmaster at La Junta is J. McInnis, vice J. H. Hartwick resigned.

Boat trainmen of the freight department, in just recovering from an attack of the grippe.

Tom Menefee, the brakeman, is a patient at the Atlantic & Pacific hospital. He has the grippe.

J. G. Chavez, the local live stock agent for the Santa Fe, is up from his Valen recently home.

It will be a sensible thing to do for the Santa Fe company to build a new passenger depot in this city.

Frank Baum has resigned as trainmaster for the Atchison, Topeka & Santa Fe, with headquarters at Las Vegas.

Charley Edmonds, an engineer on the Santa Fe road, left Las Vegas this morning, having made the means of doing a great deal to strengthen the movement in favor of the free exchange of silver.

The recent congress at Denver, held in the same interests, was a great success, and the action taken by that body has already had the effect of very materially encouraging the silver movement. The El Paso convention will not be on as large a scale as the one at Denver, but it will nevertheless be an important meeting, because it will be largely attended by practical workers, who are directly interested in the measure to be discussed, and who have given the subject sufficient thought and study to enable them to discuss it intelligently.

The matter of the rehabilitation of silver is now one of the uppermost in the public mind. It is not only being discussed all over our own country, but is beginning to attract the attention of foreign countries. Now is the time for its friends to do their most earnest work, and every means should be utilized whereby the general interest in the matter may be augmented.

Conductors Boucher and Hays.—Night Yardmaster Boucher, in the Santa Fe yards, is ill, acting as general yardmaster, vice T. H. Sears, who takes Traumman Ryan's position.

J. C. Conroy, late traveling engineer for the western territory of the Atchison system, has been appointed master mechanic of the Pueblo division.

Says the Trinidad Chronicle: "Eng-

ineer Sullivan and Fireman J. E. Duran,

of the Union Pacific, are taking a brief lay off awaiting repairs on their engine No. 1447. On Sunday some boys

laying at Graniter, placed a lot of rail-

road iron on the track, and were reward-

ed for their fun by the ditching of the

engine. The engineer and fireman did

not desert the engine but stood by her

and succeeded in preventing what would

have been an expensive wreck to the

company. The lump of destructive-

ness largely developed in the average

American youth of to day."

Murdered Her Child.

There is a squaw now in jail who a few weeks ago murdered her pap-

posse at Hackberry, says the King-

man, Atzona, Ariz. The details of

the shooting crime have just come to light. It appears that the squaw gave birth to a third pupoose and another squaw suggested that it being no good it had better be killed. Another squaw, wishing to save the baby's life, carried it to the house of Mr. Hackberry's good

neighbors, where she was at work. In the evening she returned to camp and laid the baby beside the mother. The inhuman creature threw the little one from her and when it set up a piteous wail, she picked up a handful of sand and poured it into the child's mouth, and then taking a rock she beat it into insensibility. It was left on the cold ground all night and in the morning was cold and stiff in death. The vile creature who would thus murder her own offspring should be flogged alive.

Took "Rough on Hats."

A railroader from the west informs

THE CITIZEN of the suicide of Sam

Duckworth, near Flagstaff, last Sunday evening. He was a consumptive from Iowa in search of health, and was stop-

ped at the Lockett brothers' ranch.

Sunday morning and a portion of the

afternoon he spent in Flagstaff, appar-

ently in as good health as possible. He

returned to the ranch, and a short time

after his arrival there, one of the Lock-

ett brothers found him lying on a bed in one of

the rooms in great agony. To the ques-

tion, "What is the matter?" Duckworth

replied that he had taken several doses

of "Rough on hats." Dr. Cornish was

sent for, but the poison had done his

work and Duckworth died a few hours later. He was buried at Flagstaff.

The Land Court.

The justices of the land court and the

members of the New Mexico Bar associa-

tion were in session all yesterday af-

ternoon considering amendments to the

land court act, which will be proposed to

to congress, and they have been also

similarly engaged all day to day.

The task is an intricate one. The modifi-

cations of the rules of practice are also re-

quiring careful attention at the hands of

a committee appointed for that purpose.

Sam White, one of the worthy freight

conductors on the Atlantic and Pacific,

between this city and Winslow, is tak-

ing a lay off, and is around this morning

telling his friends that "It is a boy."

Sam White and son are doing finely.

Jim Haff, the lunch counter man at

the Las Vegas depot, for the last

two or three months, will leave in a day

or two for his home at Montgomery

City, Mo., where he will spend a vaca-

tion. Chas. Fort, of St. Louis, will

have charge of the lunch counter.

The new trainmaster, T. H. Sears, will

be found fair and honest in his dealings

with railroad men. By his courteous

treatment he made many friends here

and will be regretted if he leaves the

city.

Use Hall's Vegetable Sicilian Hair Re-

newer and your thin gray locks will

thicken up and be restored to their

youthful color, vigor and beauty.

James Samuel Tate, a civil engineer, is

in the city. He was thirteen years on

A PRESENT NECESSITY.

We have frequently called public attention to the fact that Albuquerque needs more accommodations for strangers, who are now seeking this city in such large numbers in quest of health. We have good hotels, and enough to meet the present demand upon them in the ordinary line of business, but the class of persons referred to constitutes a special line, and we need special accommodations for them. The ordinary hotel is conducted upon the theory that every guest is healthy, and good for three substantial meals a day. But we require accommodations of an entirely different character, and a hotel, to take care of them satisfactorily must be conducted especially for that class of business, and must be, in effect, a combination of hotel and hospital just such an establishment, in short, as the sisters of charity conduct at Santa Fe. That kind of a house we now have, and the necessity for it is becoming greater every day. There are already a considerable number of health seekers here, and others are arriving every day. Hardly a train comes in from the east that it does not bring one or more, and it is only reasonable to conclude that the numbers will be far greater when the advantages of the climate become better known. It must be remembered that the work of advertising this point as a health resort has only just commenced. While the most of us who live here have for years been aware of the wonderful curative properties of the air and sunshine of New Mexico, it is only within the last few months that we have made any systematic effort to let these things be known abroad.

Charles Dyeys, a detective for the Atlantic & Pacific, was captured by a gang of robbers while en route to the hospital night before last. He left though broken and extensive wounds are on the left leg. He had a very narrow call from death. In the wreck, which he was caused from a broken rail, fourteen cars went over into a ditch, a tramp, who was stealing a ride, met a head-on collision.

George Biser, in charge of the car repairing force at Las Vegas, was for four years a bridge policeman in South Chicago.

Charles Hackam, one of the Atchison's popular conductors, has been tussling with the grippe at Raton for a few days past.

Johnny Miller left Raton for Harrisburg, Pa. Rumors have it that when John returns he will no longer be one, but a small part of two.

Reduced railroad rates will be furnished those attending the southwest silver convention to be held at El Paso, December 15, 16 and 17.

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